



Transportation Fact Sheet

National Scenic Byways Program

Access to and within the National Park System has been a defining experience for generations of visitors.

The National Park Service (NPS) coordinates the planning and implementation of transportation systems that improve the visitor experience and care for national parks by:

- Preserving natural and cultural resources.
- Enhancing visitor safety and security.
- Protecting plant and animal species.
- Reducing congestion.
- Decreasing pollution.

NPS is committed to being a leader in pursuing strategies that can help make park units more enjoyable, cleaner, quieter, and more sustainable for present and future generations.

For more information, visit nps.gov/transportation

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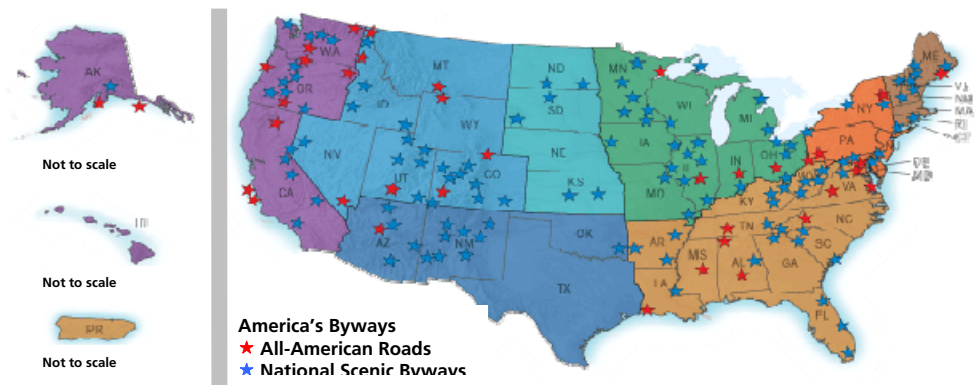
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EXPERIENCE YOUR AMERICA

The NPS has encouraged participation in the National Scenic Byways Program because it promotes opportunities to provide transportation improvements that “lie lightly on the land.” It allows the NPS to forge partnerships with state and local governments, gateway communities, and other stakeholders so NPS can improve roadways in and around park units while protecting natural and cultural resources.

What is the National Scenic Byways Program?

The NSBP contains a collection of nationally recognized America's Byways®. It is a grassroots program through which communities can nominate a roadway based on its intrinsic qualities, which could be historic, cultural, recreational, natural, scenic, or archaeological. Nominations go from the local communities, through a state-designated Scenic Byways Coordinator, to the Federal Highway Administration (FHWA) for designation. NPS benefits from the Byways Program through designation, grants, and partnerships.



NPS Nationally Designated Byways

In 1991, the National Park Service began to select NPS roads as candidates for inclusion in the Byways Program. In 2007, 79 National Park units are entirely within or adjacent to one of the 126 recognized America's Byways®.

Nez Perce National Historical Park, part of Northwest Passage Scenic Byway in Idaho

Most of the park's 24 component Idaho sites are found on or near the Northwest Passage Scenic Byway, a 202-mile corridor. The park convenes a byway advisory team, whose accomplishments include a new byway corridor management plan, two workshops on scenic conservation and tribal byway involvement, and 2005 FHWA All-American Road designation. The byway is a regional marketing centerpiece of north central Idaho tourism. Also, its intrinsic qualities, conveyed in distinctive route signs, brochures, and audio auto tour, complement the park's purpose, significance, and interpretive themes.



National Scenic Byways Program

How do NPS Byways projects receive funding?

NPS state and nationally designated byways may apply annually for grants under eight categories. In 2005, of the 207 National Scenic Byways projects selected, 57 of those projects benefited a National Park Service unit directly or indirectly, for a total of \$4.1 million, as part of a larger Byways project. In 2006, of the 309 projects selected, 76 of those projects benefited a National Park Service unit directly or indirectly, for a total of \$5.9 million. Grant project funds allow the NPS to work in partnership with their local Byway communities to enhance and promote the Byway and the NPS resources associated with the Byway.



Natchez Trace Parkway in Mississippi, Alabama, and Tennessee

The beauty and history of this All-American Road, 444 miles long, is particularly popular with recreational vehicle travelers. However, until 2001, the Parkway Visitor Center in Tupelo, Mississippi, had only a small parking lot that provided no large vehicle parking. Nearly \$500,000 in grants from the National Scenic Byways Program enabled the park to improve this parking lot and also allowed the parkway to update their 1963 Visitor Center exhibits which now offer interactive displays that incorporate a much wider scope of themes and a chance for visitors to gain a deeper understanding and appreciation for the Natchez Trace Parkway.

How has the Byways Program enabled NPS to establish partnerships?

America's Byways® understands the constraints of depending on a single source of funding, and as such the program requires a 20% funding match from outside of the grant program itself. This matching requirement can be satisfied in whole or in part by NPS agency funds, but also with State, local government, private sector funds. Additionally, third party in-kind donations can be credited toward the State's share of the project cost. As a result, NPS has established and maintained broad partnerships not only to help leverage financial resources, but also to foster long-term relationships with stakeholders. Byways partnerships with gateway communities, for example, can lead to funding for wayside exhibits, byways facilities, and resource protection. These partnerships can help communities generate awareness, encourage tourism and improve quality of life.

America's Byways Partnership with Harpers Ferry Center in West Virginia

In 2006, the NPS Harpers Ferry Center and the America's Byways Resource Center initiated a partnership in the area of Interpretive Media Planning that will help not only NPS Byways, but will also provide assistance to the more than 126 America's Byways across the country. While the America's Byways Resource Center offers expertise in organizing leadership, funding, volunteers, development of organizational structures and effective marketing and promotional plans of Byways, they recognize Harpers Ferry's skills in the area of Interpretive Media as a complementary aspect and a benefit to the Byways efforts. In 2007, the NPS and Harpers Ferry Center are fostering a stronger partnership with the National Scenic Byways Program and the America's Byways Resource Center.

